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NEW ADVERTISEMENTS.

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We beg to inform our Friends and the General Public that all Goods will be sold at

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E. RICCO & CO.

Dealers in Wines, Liqueurs, and Preserves.
23, QUEEN'S ROAD,
Hongkong, 6th June, 1896. [2673-S]

HONGKONG RIFLE ASSOCIATION.

COMPETITION.

THE SHORT RANGE CUP AND SPOONS will be COMPETED for TO-DAY (SATURDAY), over the 200 and 300 yards Distances, commencing at 2.45 P.M. Usual conditions.

F. SMYTH,
Hon. Secretary,
Hongkong, 6th June, 1896. [288]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY, TAMSUL, AND TAIWANFOO.

THE Company's Steamship
"HAILOONG" will be despatched for the above Ports TO-MORROW, the 7th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAIDLAW & CO.,
General Managers,
Hongkong, 5th June, 1896. [1344]

FOR SHANGHAI.

"NANYANG," Captain Davis, will be despatched for the above port on MONDAY, the 8th inst., at 4 P.M.

For Freight or Passage, apply to

SIEGMESSEN & CO.,
Hongkong, 6th June, 1896. [1316]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

"WUHU," Captain Vaughan, will be despatched as above on TUESDAY, the 9th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th June, 1896. [1347]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"ARABATON APAC," Captain J. E. Hansen, will be despatched for the above ports on TUESDAY, the 9th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON, SONS & CO.,
Agents,
Hongkong, 5th June, 1896. [1325]

FOR YOKOHAMA AND KOBE.

THE Steamship
"MACDUFF," Captain Thomson, will be despatched as above on THURSDAY, the 12th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th June, 1896. [1348]

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking cargo at through route to ANYPORT, ALEXANDRIA, PORTSMOUTH, LIVERPOOL, Oporto, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"CERES," Captain Behrens, will be despatched for the above ports on MONDAY, the 16th inst., at NOON.

For Freight, apply to

SIEGMESSEN & CO.,
Agents,
Hongkong, 6th June, 1896. [1349]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL
T HE Steamship

"GLENGARRY,"

Captain Ferguson, will be despatched as above on or about TUESDAY, the 16th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
Agents,
Hongkong, 5th June, 1896. [1345]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG, AND LONDON.

T HE Steamship

"CARMARTHENSHIRE," Captain Simcock, will be despatched for the above ports on or about SATURDAY, the 27th inst.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents,
Hongkong, 6th June, 1896. [1350]

JUST LANDED.

A FRESH STOCK OF SWISS MILK, MELLIN INFANTS FOOD, SAVORY & MOORE'S INFANTS FOOD, BARNES' ASSORTED JAM, KELLOGG'S MARMALADE, MONTSERRAT LIME FRUIT JUICE, H. RUTTON JE, 13, D'Aguilar Street, Hongkong, 4th June, 1896. [1338]

WANTED.

DAILY GOVERNESS, to teach three young children. Apply to B. C., Care of Office of this Paper, Hongkong, 29th May, 1896. [1324]

NOTICE.

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ON and after this date the Business of LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING on the port of Hongkong will be CARED ON by Mr. NEWMAN MUMFORD.

Surveyor to Lloyd's Register of British and Foreign Shipping.

9, Praya Central, Hongkong, 1st June, 1896. [1308]

NOTICE.

DURING temporary absence from the Colony, Mr. Y. Y. WENSON will be IN CHARGE of my business.

BRICH GEORG, Sharpeners, Hongkong, 3rd June, 1896. [1317]

Hongkong Daily Press.

ESTABLISHED 1857.

No. 11,953.

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HONGKONG, SATURDAY, JUNE 6th, 1896.

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號六月六年六十九百八千零萬香港

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Translations translated from or into Chinese

or Colloquial Chinese.

SHIPPING.

ARRIVALS.

JUNE 4, BRIMMOLE, British str., 1935, Lie. Bottiller, Mo. 30th May, Coal—Ginn, LIVINGSTON & CO.

JUNE 5, DEOMA, German steamer, 905, C. Christens, Saigon 30th May, Illico—STEENSEN & CO.

JUNE 5, INDEPENDENCE, American str., 871, J. A. McLean, New York, 29th May, Beans and Oil—WILSON & CO.

JUNE 5, DAPHNE, German str., 1,236, Samuelson, Chinkiang and Woosung 2nd June, Rice—SIEMSEN & CO.

JUNE 5, FISH, Chinese str., 1,503, W. H. Lam, Shanghai 2nd June, General—C. M. S. N. CO.

JUNE 5, PHRA CHOM KLAO, British str., 1,010, Jas. Fowler, Bangkok 23rd May, Rice and General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THIS HARBOUR MASTER'S OFFICE.

5th JUNE.

Amakado, British str., for Kuching.

Ho Loong, British str., for Amoy.

Arthur Head, British str., for Kobe.

Glamorgan, British str., for Nagasaki.

Greenock, German str., for Shanghai.

Locos, British str., for Bangkok.

DEPARTURES.

JUNE 5, TETTO, German str., for Swatow.

JUNE 5, HELMAG, British str., for Saigon.

JUNE 5, BRAHMA, British str., for Foochow.

JUNE 5, STANFIELD, British bark, for Kejlong.

JUNE 5, MATHILDE, German str., for Howkow.

JUNE 5, ANCONA, British str., for Yokohama.

JUNE 5, AUSTRALIAN, British str., for Whampoa.

JUNE 5, HORIBA, British str., for Amoy.

JUNE 5, LOUIS, British str., for Calcutta.

JUNE 5, LYSMONT, German str., for Bangkok.

JUNE 5, PRINCE ERNST, German str., for Japan.

JUNE 5, VENDOBONA, Austrian str., for Trieste.

PASSENGERS.

Arrivals.

Par Fuchun, str., from Shanghai—Mrs. W. Hoy and R. D. Watta.

Departed.

Par Windobona, str., for Singapore—Mr. Hugo Nervig.

Par Arizona, str., from Hongkong for Kobe.

Messrs. W. E. Wilson, F. J. H. Kenning, and W. G. Barnes, for Yokohama from London—Mr. S. W. Hall, Rev. D. H. Briggs, from Melbourne—Mr. B. A. Kurt, from Port Said—Mr. J. Hamel.

Par Braemar, str., for Victoria, B.C.—Mr. B. Spain.

VISITORS AT HOTELS.

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Mr. L. Bardeusque, Mr. W. Krums.

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Mr. J. W. Belles, Capt. H. G. Letbridge.

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Mr. H. W. Bird, Mr. W. L. Muir.

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A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.
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MANUFACTURERS OF AERATED
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Our AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purist Ingredients only are used, and the strict Care and Cleanliness exercised in the Manufacture throughout.

The Water is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Watsons are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterful Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

SODA WATER

POTASH WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 28th May, 1896.

NOTICE TO CORRESPONDENTS.
Only communications relating to news columns should be addressed to THE EDITOR, who will be pleased to consider them, and to communicate with correspondents addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side only, and accompanied by a signature.

No unauthenticated communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address—A. S. C. O. D. P. P. Box No. 12.

DEATH.

At Shanghai, on the 20th May, 1896, AUGUST

THE DAILY PRESS.

HONGKONG, JUNE 8th, 1896.

In reference to the correspondence between Mr. DANBY and the Sanitary Board the Director of Public Works expresses the hope that a full and complete enquiry will be made into Mr. DANBY's allegations against the "Board and its officers by apparently the "only means now available, namely, a Royal Commission." That would be the most satisfactory course to adopt, except that a locally appointed Commission would be sufficient for the purpose, which is hardly of such national importance as to call for a Royal Commission, term, which Mr. COOPER has probably used only by inadvertence. It will be remembered that Mr. DANBY in his first communication, addressed to the Press, suggested that there was corruption in the administration of the sanitary regulations, and in support of his suggestion he mentioned that certain cocklofts which were legal had been torn down while illegal cocklofts had been allowed to remain, and that of two sunshades he indicated, which should have been treated alike, one had been removed and the other not. As to the sunshades the Sanitary Board makes practically no defence; but it is very possible that a mistake might be made in such a matter as the removal of a sunshade without any suspicion of corruption arising. The question is whether there have been many such instances, either in relation to sunshades or other matters. According to Mr. DANBY there have been many cases of unequal administration of the law in relation to cocklofts, and if that accusation could be sustained the suspicion of corruption would be confirmed. The Sanitary Board, however, says that the particular cockloft Mr. DANBY characterized as legal are illegal and that those he characterized as illegal are legal. The question therefore resolves itself into a point of law, and on referring to the Ordinances to obtain light upon the point we have made what strikes us as a strange discovery. In December, 1894, an Ordinance was passed "to make further and better provision for the health of the colony," and which was of a very drastic nature in some of its provisions. In relation to cocklofts, however, instead of "making further and better provision" it seems by a side wind to have exempted a large proportion of cocklofts from regulation of any kind. The old law (Ordinance 15 of 1894, section 24) provided that "A mezzanine floor" or "storey shall have in every room a clear space both above and below it of nine vertical feet, where such floor or storey extends over more than two-thirds, and of six vertical feet where it extends over two-thirds or less than two-thirds of the greater dimension of such room." This is repeated by Ordinance 15 of 1894 and the following is substituted:—"It shall not be lawful to construct, put up, continue, or maintain in any room of any domestic building now or hereafter erected or in course of erection any mezzanine floor, storey, or cockloft where such room is partitioned or divided off into separate compartments without the permission in writing of the Sanitary Board." Where a room is not divided into cubicles, therefore, it appears that there are no regulations in force with reference to cocklofts, which may, be erected by the owner or tenant, as the case may be, entirely according to his own ideas. That is in effect the answer of the Sanitary Board to Mr. DANBY; it says the room he refers to were not divided off, therefore the regulations do not apply. If the Sanitary Board is correct in this contention, and it appears to be so, a grave error has been made in the law. It is provided that in new buildings no mezzanine floors whatever shall be allowed except on a ground floor used as a shop or workshop and then only with the permission of the Sanitary Board. While making such stringent regulations with reference to new buildings the legislature could never have intended to remove the already existing regulations with reference to mezzanine floors in old buildings. The point does not appear to have been mentioned at all in the debates in Council or in the Sanitary Board nor to have had attention drawn to it in any way whatsoever.

The Shanghai Volunteer Corps are mainly styled Captain B. A. Clarke, Commandant of the Corps.

The O. & O. steamer *Bogie*, with mail, left San Francisco for this port via Yokohama and Nagasaki, on the 26th ult.

The fifteen who were thought to be concerned together with the actual murderer in the robbery and murder at Wan-chai were discharged on Thursday, there being no evidence against them.

The Siam Free Press of the 26th May says—Shortly after the *Phanom* arrived in harbour on Saturday, Mr. Frankford, Chief Collector of H.M.C.'s Customs, discovered several packets of counterfeit face powder amongst the luggage of a Chinese passenger. The Collector was promptly secured to the post office by Mr. Barrois, Chief Inspector, which resulted in the discovery of several other packages, making in all some ten boxes of false coins. To the ministerial authorities came the report that the Chinese emigrant was carrying a sum of 10,000 taels; that is, the number of persons who have down to find more light and pure air, despite the obstacles placed in their way by the Municipal Council, decided to ascertain any necessary information. Instantly several inquiries were made, and the girls forced them into sedan chairs, which they carried waiting for the purpose. It is said that the girls were sold to houses of ill-fame and that they are forced to lead immoral lives.

On the second instant a blacksmith's apprentice in the city was beaten by his master with a pair of hot tongs for negligence of work. The apprentice cried out to his master, "I am not to blame." The master replied, "If you are not to blame, why did you not pay my tax?"

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Shortly after the *Phanom* arrived in harbour on Saturday, Mr. Frankford, Chief Collector of H.M.C.'s Customs, discovered several packets of counterfeit face powder amongst the luggage of a Chinese passenger. The Collector was promptly secured to the post office by Mr. Barrois, Chief Inspector, which resulted in the discovery of several other packages, making in all some ten boxes of false coins. To the ministerial authorities came the report that the Chinese emigrant was carrying a sum of 10,000 taels; that is, the number of persons who have down to find more light and pure air, despite the obstacles placed in their way by the Municipal Council, decided to ascertain any necessary information. Instantly several inquiries were made, and the girls forced them into sedan chairs, which they carried waiting for the purpose. It is said that the girls were sold to houses of ill-fame and that they are forced to lead immoral lives.

On the second instant a blacksmith's apprentice in the city was beaten by his master with a pair of hot tongs for

SHIPPING REPORTS.

Miles on a great circle and 4,600 on an east and west course; and even taking in Honolulu as a coaling station, the distance is 3,400 miles thence to Yokohama.

The greater part of the delay is fully understood, the Chinese question to the use of the old maps and the absence of this genomic projection, for we cannot doubt, with the latter constantly before man's eyes and in their minds, that our commercial leaders would have long ago recognized that up-to-date routes between San Francisco and Yokohama, Puget Sound and Japan, the Aleutian Islands and the like, would break in these long lines, and that coal ports at Ormuzka and other points in that chain of islands would bring the question of the coal supply within the bounds of profitable cargo carrying, confining the voyages to distances of about 2,000 miles. We are, moreover, assured of good ports in the Aleutian Islands, and that the Pacific Ocean is the chief route of the Fish Commission steamer "Albatross," in which will rank among the most productive in the world, forming a basis for a safe curing industry, and providing return cargoes for the colliers that visit these islands. I have represented upon this chart the principal lines of future commerce. They indicate the probable routes to be followed at the rich countries of Northern Asia as developed.

The completion of the Nicaragua Canal, and the opening of this proposed northern route, in the cold world, according to Captain Taylor, really help it. "You will perceive, in the future, lines of freight steamers from New York and New Orleans passing through the canal and touching at Acapulco, Mazatlan, San Diego, San Francisco, Puget Sound, Olympia, Petropavlovsk, etc., and thus adding advantages of local trade between the countries, and of the route to the interchange of commodities from the extremes of the line, while reaping the advantage of small coal supply and large cargo space by this division of the route into numerous small sections."

THE METRIC SYSTEM.

We (This) published recently a fourth and final letter from a correspondent on the Metric System, its adoption merits, and its defects. It remained so many months. Men of science all over the world have gradually adopted it for their own purposes, and have found their convenience in so doing. Practical men have declared for it, and its adoption has accordingly been urged by chambers of commerce. But are these, our correspondents asked, the persons who think the same as those of whom they speak? and, if not, what is the reason?

The American steamer "Seigney," cleared on the 30th May, from Hongkong for New York. 10 boxes matting, 9,600 packages matting, 5,070 boxes bassa, 400 boxes salvoes, 233 boxes rattan, 120 cases woodware, 100 cases joss sticks, and 16 packages merchandise.

The P. & O. steamer "Ceylon," sailed on the 30th May, for Santos, Brazil, 100 boxes matting, 10 boxes bassa, 10 boxes salvoes, 233 boxes rattan, 120 cases woodware, 100 cases joss sticks, and 16 packages merchandise.

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NOTICE TO CONSIGNEES

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMONT"
FROM ANTWERP, LONDON, AND
SINGAPORE.

Conguees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th June will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 6th June, or the Master will be liable for the Goods.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st June, 1895. [1205]

NOTICE TO CONSIGNEES.

"POLYPHIMUS"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on the 10th inst.

Goods undelivered after the 9th inst. will be subject to rent. All damaged Goods must be returned to the Godowns, where they will be examined on the 10th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st June, 1895. [1205]

NOTICE TO CONSIGNEES.

"AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY."

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamer

"VINDOBONA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent to the Undersigned before Noon on the 10th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 3rd June, 1895. [1205]

NOTICE TO CONSIGNEES.

"KAISAR-I-HIND"

FROM MUMBAI, COOMBO, AND
STRABAZ.

Conguees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the 10th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd June, 1895. [1205]

NOTICE TO CONSIGNEES.

"PINILLUS" LINE OF STEAMERS.

FROM ANTWERP, LIVERPOOL, AND
SPANISH PORTS.

THE Steamer

"MANILA"

Conguees of Cargo by the above steamer are hereby informed that their Goods have arrived from Manila per S.S. "YUENSANG" and are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence delivery may be obtained.

Goods remaining undelivered after the 7th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATTHEWS & CO., Agents.

Hongkong, 1st June, 1895. [1205]

NOTICE TO CONSIGNEES.

"STEAMSHIP 'DOEDGONE'"

COMPAGNIE DES MESSAGERIES
MARITIMES

NOTICE.

CONSIGNEES of Cargo from London, ex SS. "Type" from Havre ex S.S. "Type", in connection with above Steamer are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Goods remaining undelivered after the 7th inst. will be subject to rent.

All Claims must be admitted after the 10th inst., or they will not be recognized.

All Damaged Packages will be examined on Monday, the 6th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd June, 1895. [1205]

NOTICE TO CONSIGNEES.

"OCEAN STEAMSHIP COMPANY."

CONSIGNEES, per Company's Steamer

"PYRRHUS"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on the 4th inst.

In consequence of a fire having occurred on board, Consignees will be required to sign an average bond before their Bills of Lading are countersigned.

Goods undelivered after the 11th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined on Monday, the 8th inst., at 3 P.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by MELCHERS & CO., Agents.

Hongkong, 2nd June, 1895. [1205]

NOTICE TO CONSIGNEES.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamer

"GLAMORGANSHIRE"

FROM ANTWERP, LONDON, AND
STRATS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 8th inst., at 3 P.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, 2nd June, 1895. [1205]

NOTICE TO CONSIGNEES.

"GIBB, LIVINGSTON & CO."

NOTICE TO CONSIGNEES.

THE +100 A.I. American Iron Ship

"T. F. OAKES"

Captain T. F. Oakes, Master will load here for the above port and will have quick despatch.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd May, 1895. [1205]

NOTICE TO CONSIGNEES.

"CARLOWITZ & CO."

NOTICE TO CONSIGNEES.

THE +100 A.I. American Iron Ship

"CARLOWITZ & CO."

Captain T. F. Oakes, Master will load here for the above port and will have quick despatch.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 2nd May, 1895. [1205]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

FROM NEW YORK AND LIVERPOOL.

CONSIGNEES per Company's Steamer

"POLYPHIMUS"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Undersigned; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on the 10th inst.

Goods undelivered after the 9th inst. will be subject to rent. All damaged Goods must be returned to the Godowns, where they will be examined on the 10th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st June, 1895. [1205]

NOTICE TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM SHANGHAI AND KOBE.

THE Steamer

"VINDOBONA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All damaged packages will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

The vessel brings on cargo—

From London, ex ss. Magenta.

From Calcutta ex ss. Chusan and Sumatra.

From Persian Gulf ex ss. Java and other countries.

Optional Goods will be landed here unless instructions are given to the contrary before 3 A.M. on the 1st June.

Goods cleared by the 5th proximo, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by THE Steamer

"VINDOBONA"

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